

BA 1187  
BROOKLANDVILLE RAILROAD STATION  
John A. Hatfield  
Falls Road  
Brooklandville, Md. 21022

private

This is an excellent example of late nineteenth century railroad design, a building type constantly threatened with destruction. It is one of two structures which are the only obvious vestiges of an important part of the Green Spring Valley - The Green Spring Branch of the railroad. The building has been successfully adapted to use as a private residence.

## MARYLAND HISTORICAL TRUST

BA 1187

x-893.760

y-574.960

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

MAGI # 0311872619

**1 NAME**HISTORIC BROOKLANDVILLE RAILROAD STATION

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

10502 Falls RoadSecond

CITY, TOWN

Brooklandville

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

Baltimore

STATE

Maryland

COUNTY

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☒ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☐ PUBLIC  
☒ PRIVATE  
☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☐ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☒ NO

## PRESENT USE

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☒ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☐ TRANSPORTATION  
☐ MILITARY ☐ OTHER:

**4 OWNER OF PROPERTY**

NAME

John A. HatfieldTelephone #: 828-1448

STREET &amp; NUMBER

Falls Road

CITY, TOWN

Brooklandville

\_\_\_ VICINITY OF

STATE, zip code

Maryland 21022**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.Baltimore  
County Courts BuildingLiber #: 5596Folio #: 344

STREET &amp; NUMBER

401 Bosley Avenue

CITY, TOWN

Towson

STATE

Maryland 21204**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

BA-1187

## CONDITION

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☐ UNALTERED  
☒ ALTERED

## CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Dawn F. Thomas and Robert W. Barnes; The Green Spring Valley, Its History and Heritage, 2 vols. (Baltimore, Maryland Historical Society, 1978)

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 2.669 acres

**VERBAL BOUNDARY DESCRIPTION**

Northeast corner of Falls and Hillside Roads

**LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES**

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

James T. Wollon, Jr., A.I.A./Dawn F. Thomas, Research Historian

ORGANIZATION

DATE

Valleys Planning Council

1-25-80

STREET &amp; NUMBER

TELEPHONE

212 Washington Avenue

828-7807

CITY OR TOWN

STATE

Towson

Maryland 21204

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

# 7 DESCRIPTION

BA-1187

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

## BROOKLANDVILLE and STEVENSON STATIONS

### Description

Two former railroad stations remain from the Green Spring branch of the Northern Central Railway. Both are built to the same basic plan, both are conceived in an assymetrical picturesque style, both date from ca. 1885-1900, both are similarly oriented to the tracks but each is slightly different in its detail.

The BROOKLANDVILLE STATION has stucco and half-timbered walls above a brick foundation which extends to the first storey windows. The STEVENSON STATION has weatherboarded first storey walls and shingled gables and dormers in the roof. Both stations have a covered platform along the former tracks. The platform and areas around the station are paved in brick with stone curbs, all original materials. The shelter extends a short distance up and down the line from the station structure, its roof an extension of the station's roof. Timber columns and diagonal braces support the shelter at BROOKLANDVILLE while cast iron with curving cast iron braces support the shelter at STEVENSON. A bay window approximately centered on the south or track side marks the office of the station master and ticket agent. The waiting room of each station is the south-east room, adjacent to the office; the stationmaster's dwelling was west of the office and above in the second storey.

Internally many original details remain and both structures have been successfully adapted into new uses, the BROOKLANDVILLE STATION as a private dwelling, the STEVENSON STATION as a shop.

Immediately west of each station is an early railroad out-building. Both have board-and-batten walls; the Stevenson example has a gabled roof while the Brooklandville example has a very low-pitched hipped roof.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

## Significance

These two structures are the only obvious vestages of an important part of Green Spring Valley -- the Green Spring Branch of the railroad. The track alignment is rapidly disappearing due to its disuse. These are excellent examples of late nineteenth century railroad design, a building type constantly threatened with destruction. These examples are successfully adapted to new uses.

CONTINUE ON SEPARATE SHEET IF NECESSARY

In the nineteenth century, the railroad, more than any other single factor, exerted the greatest influence on the commercial and residential development of the Green Spring Valley. It not only spurred economic growth but introduced vacationers to the suitability of the Valley as a summer retreat. The importance of this passenger service to the railroad led to the construction of numerous depots or stations throughout the Green Spring Valley. Today only two remain--- one of which is the former Brooklandville Railroad Station, now a private residence.

From 1835 to 1905, railroad passengers disembarked at the Brooklandville Tavern, a privately - owned inn and tavern situated at the corner of Falls and Hillside Roads. In 1905, the continuing upsurge in railroad travel prompted the Northern Central Railroad, owner of the Green Spring Branch, to acquire land to build a suitable station house. Consequently 2.50 acres were purchased from H. Carroll Brown for \$625!

A brick and stucco building was soon erected and was continuously used until 1933. At that time railroad travel was sharply declining, no doubt strongly affected by the depression, and the company was forced to discontinue running trains through the Valley.

Four years later the Northern Central deeded the land and the buildings to Mrs. Sumner Parker, reserving the rights of the freight station and the carload delivery siding. Mrs. Parker owned an adjoining estate, "The Cloisters", today a Baltimore City - owned museum and park. She remodeled the station house into a comfortable residence for her daughter Kitty and her husband Willard Rouse.

Throughout the 1940s and 1950s, the railroad made occasional use of the Green Spring Branch, especially during World War II. All service was officially terminated on 15 December 1959 and the rails were gradually removed. This accounts for a 1968 deed from the Northern Central to Mrs. Parker transferring to her 0.67 acres for \$1.00. This was the portion of land containing the freight station and car siding which the railroad had reserved for itself in the 1937 deed and obviously no longer needed.

In 1972 the trustees of Mrs. Parker's estate sold the old station house and 2.669 acres to John A. Hatfield, present owner of the former Brooklandville Tavern, now known as the Valley Inn. This inn is an historic building already listed on the Maryland Historic Trust and National Register. The Brooklandville Railroad Station today is Mr. Hatfield's private residence.



BROOKLANDVILLE RAILROAD STATION

FOOTNOTES

<sup>1</sup>Baltimore County Land Records (BCLR), Liber 283, fol. 566, Towson Court House, Towson, Maryland.

<sup>2</sup>Martin K. Van Horn, "The Green Spring Branch-Site of the Lake Roland Electric Railway," (30 October 1962), pp. 2-3, from the files of the Baltimore American library.

<sup>3</sup>BCLR, Liber 1021, fol. 199, Towson.

<sup>4</sup>See note 2.

<sup>5</sup>See note 3.

<sup>6</sup>Ibid, BCLR, Liber 5596/ fol. 344.





BA 1187  
Brookland-  
wood Sta.  
GSVHD  
Falls Rd.  
JTW  
1-3-80  
from SE